

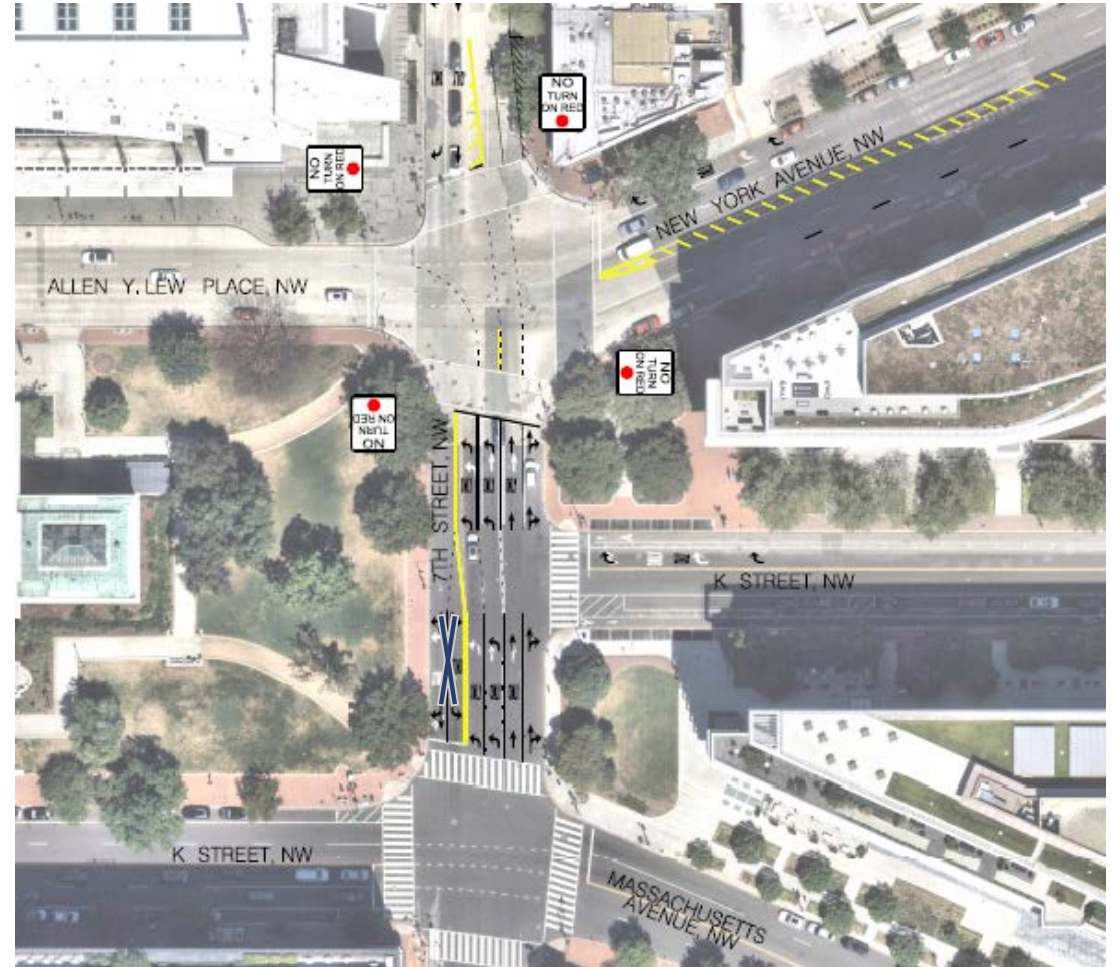


# Safety Improvements at New York Ave/7<sup>th</sup> St/K St NW

*December 2025*

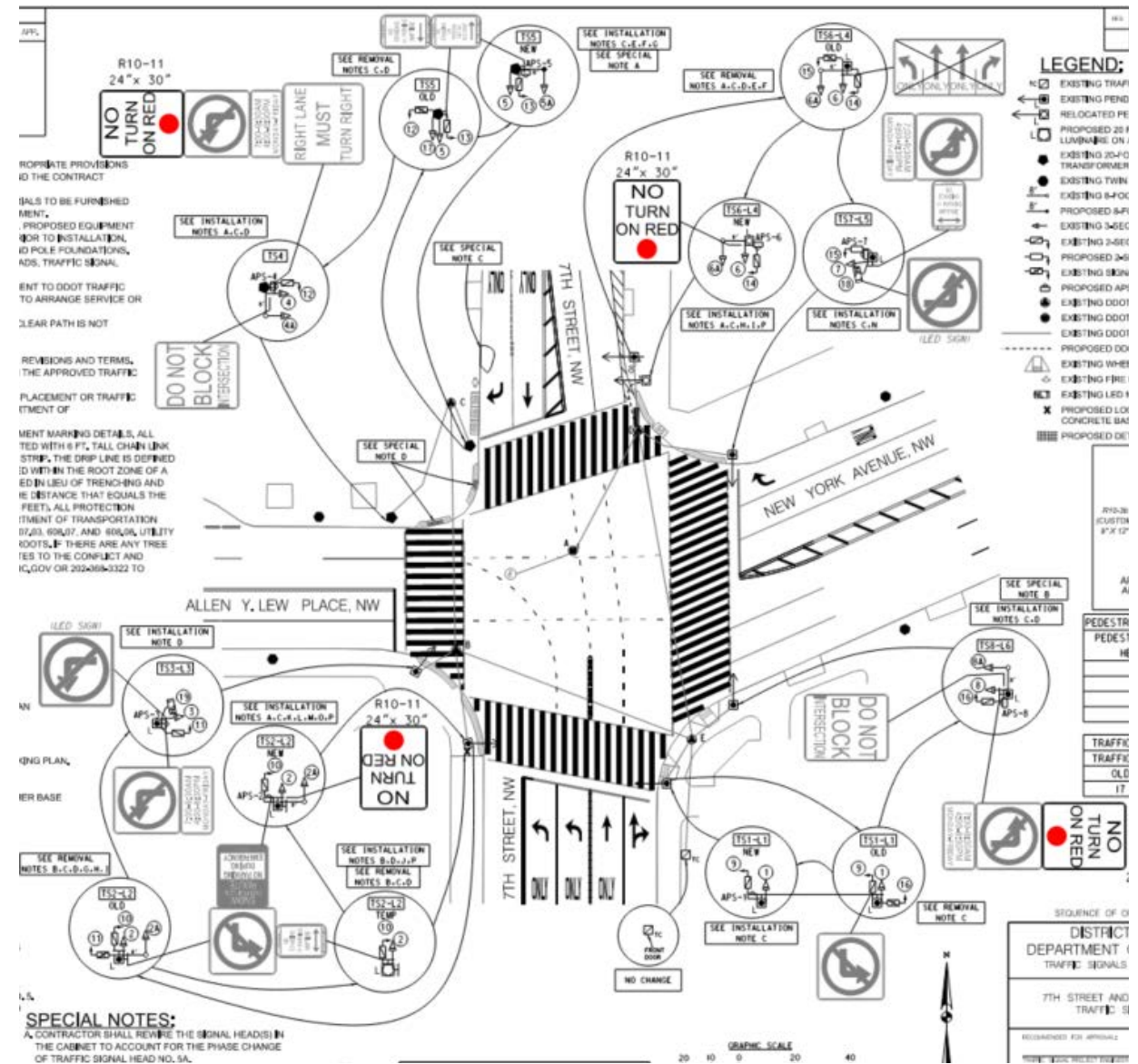
# NOI #25-281-MSED

- No Turn on Red (NTOR) restriction at 7<sup>th</sup> Street and New York Avenue NW (all approaches)
- Lane reconfiguration at 7<sup>th</sup> Street, New York Avenue and K Street NW



# HSIP/ISIP Overview

- Highway Safety Improvement Program (HSIP) and Intersection Safety Improvement Project (ISIP) are part of DDOT's proactive data-driven safety programs
- Main focus is to address safety issues based on the crash pattern



# Types of Improvements

## *Low Cost, High Impact*

- Programmatic improvements: retroreflective backplates, NTOR
- Phasing improvements: protected, pedestrian clearance, LPI
- Signal head visibility
- Turn restriction/conflict reduction, left turn traffic calming
- ADA improvements: APS, missing pedestrian ramps/crosswalks
- Positive guidance improvements
  - Signing
  - Markings, extension lines, lane lines, no parking areas, bike lanes
- Routine maintenance: faded signs, out of standard, parking clearance



# Crash Data

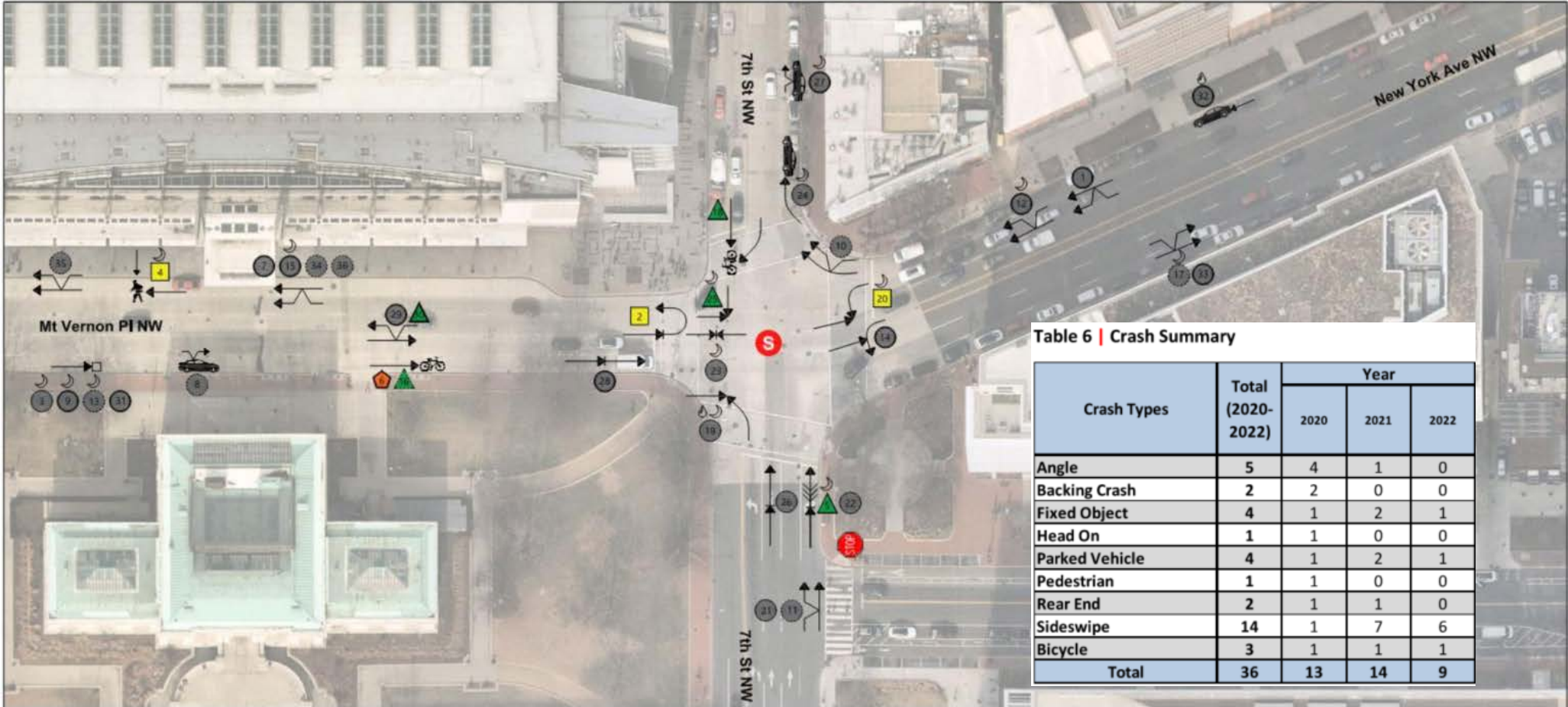
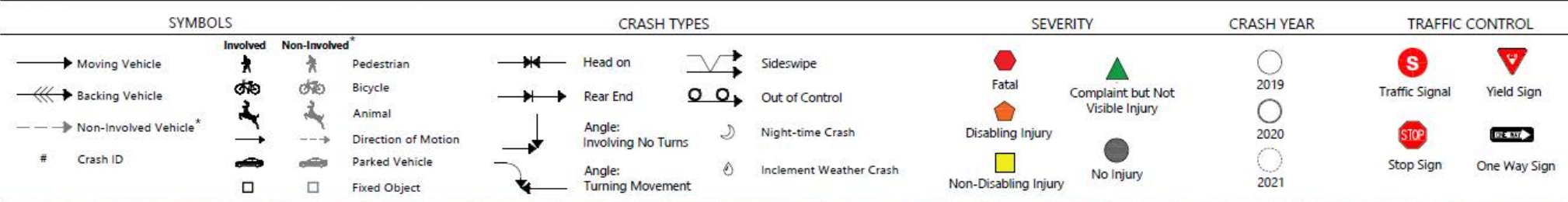


Table 6 | Crash Summary

Crash Types	Total (2020- 2022)	Year		
		2020	2021	2022
Angle	5	4	1	0
Backing Crash	2	2	0	0
Fixed Object	4	1	2	1
Head On	1	1	0	0
Parked Vehicle	4	1	2	1
Pedestrian	1	1	0	0
Rear End	2	1	1	0
Sideswipe	14	1	7	6
Bicycle	3	1	1	1
Total	36	13	14	9



Source of Crash Reports: DDOT  
Map Image from Nearmap

Not to Scale

\* "Non-Involved Vehicle" and other "Non-Involved" symbols represent vehicles and other representations that were not physically struck but caused other vehicles to crash

Crash Diagram (2019-2021)  
Eastern Ave and Otis St NE  
Washington, DC

ST OF THE  
COLUMBIA  
OWSER, MAYOR

# Site Observations

- Based on our field observations, we found that a significant number of drivers are using Allen Y. Lew Place as a cut-through. Specifically, 48% of the vehicles in the morning and 38% of the vehicles in the evening are currently turning right from K Street onto 7th, then immediately making a left. As you can imagine, this movement creates major safety concerns.
- Under our proposed design, we expect these drivers to shift their route: instead of that early turn, they will continue north through the 7th and New York Avenue intersection and then make their left at 7th and L Street NW.

# Lane Reconfiguration and Turn Restrictions

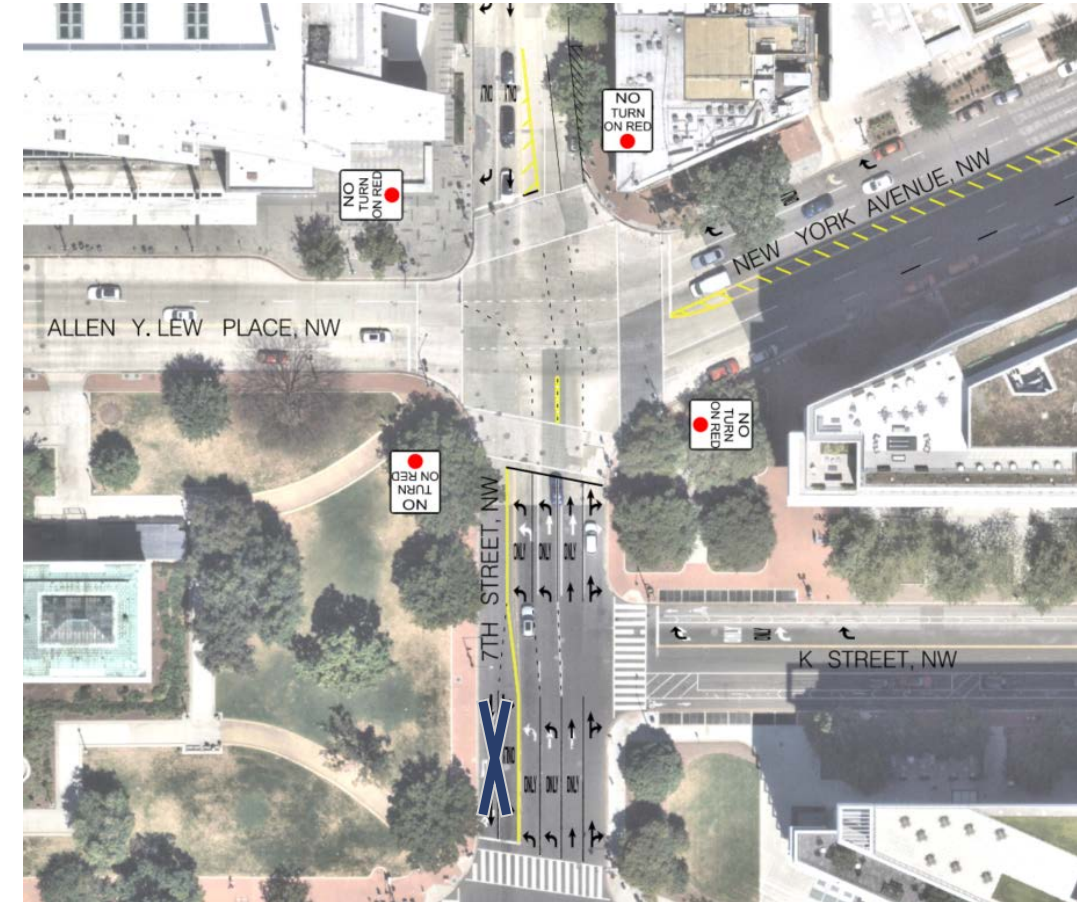
## ✓ Intersection Simplification and Safety Improvement

## ✓ Lane Configuration Optimization

## ✓ Turning Movement Restrictions for Operational Reliability

- Improve signal operations and queue discipline by prohibiting westbound K Street left turns onto Allen Y. Lew Place. Westbound K Street traffic would instead be redirected to turn left at 7th & L St NW.
- This restriction reduces conflicts between left-turn queues, through movements, and curbside activity, resulting in improved progression and more reliable operations –particularly for northbound traffic.

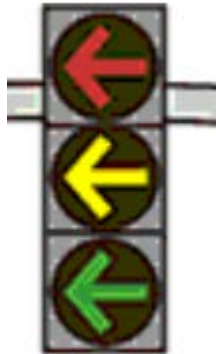
**Note:** DDOT will keep the existing configuration for the southbound traffic north of K St, NW.





# Improvements - New York Avenue/7th Street/K Street NW

- ✓ Installing Accessible Pedestrian Signal (APS) Pushbuttons
- ✓ Installing No Turn On Red for all approaches
- ✓ Replacing Signal Bulbs with Arrows
- ✓ Replacing and Repairing
- ✓ Improving Signal Visibility
- ✓ Installing Qwick Kurb and Rubber Speed Humps
- ✓ Lane Reconfiguration
- ✓ Improving Road Serviceability
- ✓ Improved Signage





# Strategic Bike Plan

Please share your feedback through December 31<sup>st</sup>:

<https://bikelanes.ddot.dc.gov/pages/strategicbikeplan>



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District Department of Transportation